

Commercial Aviation

Dinard Again

LAST month Air France opened their holiday service to Dinard, via Paris, and now Jersey Airways have started a new service to the same resort. The first trip was made last Tuesday, and the time-table has been dovetailed in with that of Air France so that there are return services on four days of every week. Jerseys operate on Tuesdays and Thursdays and Air France on Saturdays and Mondays.

Another New Deal

AFTER a somewhat stormy passage through Congress, the McCarran-Lea Act was finally approved towards the end of June and its text has now been issued in full in this country.

The Authority consists of five members, and there is an Executive Administrator and an Air Safety Board consisting of three members. Among other things, the Act gives the Authority extensive powers over air transport, aircraft ownership and airline organisation, and the Administrator powers to encourage and foster civil development generally. Additionally, a survey will be made of existing airports and recommendations made about Government participation in their construction. Apparently, the Civil Aeronautics Authority, as it is officially known, supercedes the Bureau of Air Commerce. As an example of its character, the Act demands that at least one member of the Safety Board, for instance, shall be an active airline pilot with more than 3,000 hours of flying experience.

Judging from the comments by various airline operators, the Act is a popular one—which is rather natural after the criticisms, founded and unfounded, which have been directed against the shortly-to-be-defunct Bureau. But opinions are crystallised in a pertinent remark that "the Act will only be as good as the men who comprise its board."

Potez Progress

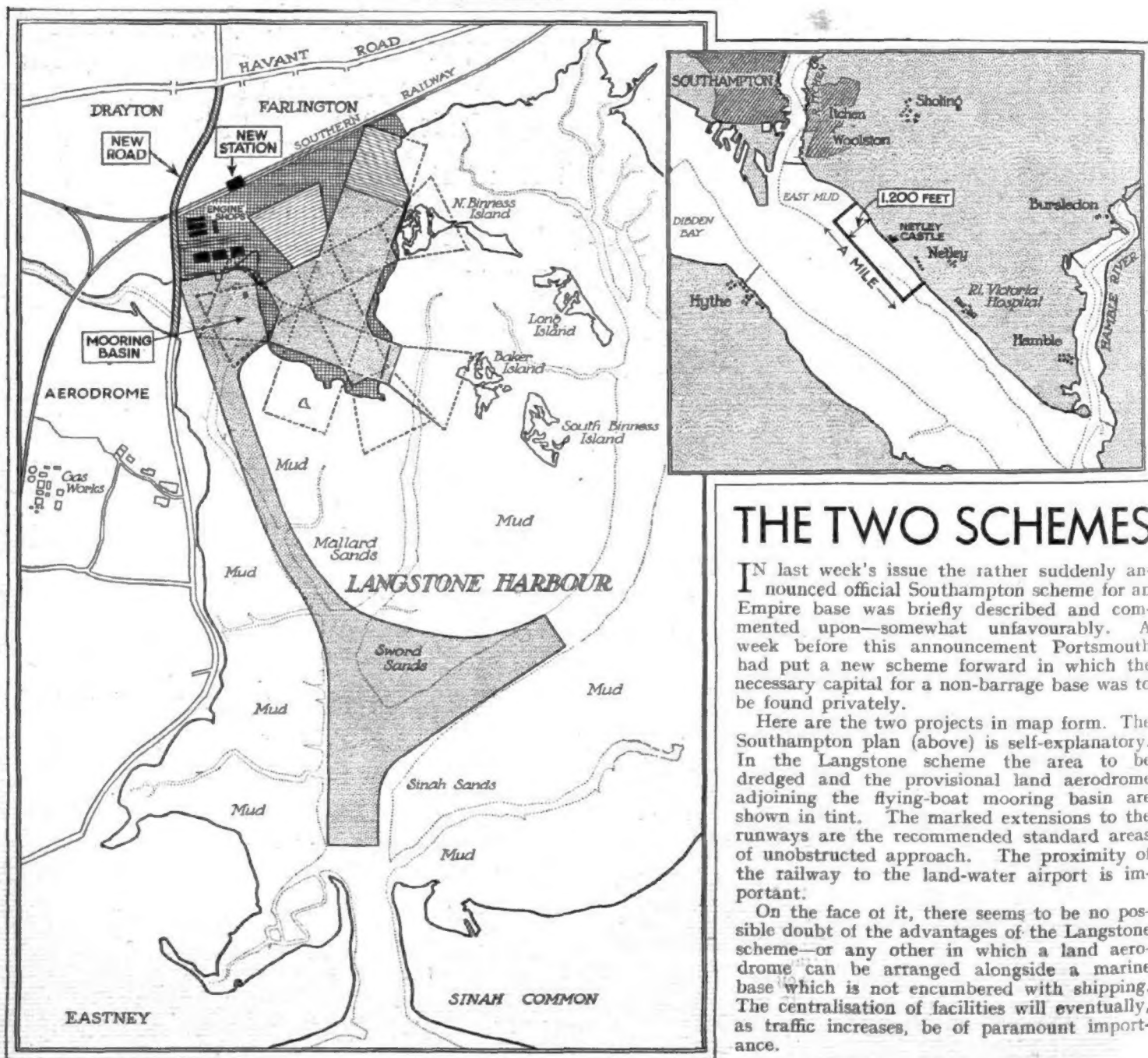
THE four-engined Potez 661, which will be taken over by Air-Afrique, has now been fully equipped, and is about to finish its official Air Ministry tests before starting its 100-hour endurance test.

A modified but faster version of the 661, the Potez 662, with four Gnôme-Rhône 14-Mars of 650 h.p. each, has made its first tests at Meaulte, flown by Labouchère, chief pilot of the S.N.C.A. du Nord, and has now gone on to Villacoublay. This machine, intended for Air France, has a wing area of 64 sq. metres (689 sq. ft.), is of all-metal construction, and has the new type of "V" tail with a fin and rudder at each end. A maximum speed of 450 to 475 km. per hour (280-295 m.p.h.) is expected, which would give a cruising speed in the neighbourhood of 425 km./hr. (273 m.p.h.). The new machine will be equipped for ten to twelve passengers.

The Land's End Accident

SINCE the reformation of the Accidents Branch of the Air Ministry things are evidently beginning to move. The report on the accident at Land's End on June 25 was actually issued on July 29.

In this accident the pilot was killed and six passengers were injured during an approach into the St. Just aerodrome in difficult weather conditions. The report is straightforward enough, the conclusion being reached that the accident "must be attributed to an error of judgment on the part of the pilot who, when endeavouring to land at the aerodrome under adverse weather conditions, lost height and struck the ground when making a low-altitude steep turn." The machine, a Dragon, was in use by Channel Air Ferries.



THE TWO SCHEMES

IN last week's issue the rather suddenly announced official Southampton scheme for an Empire base was briefly described and commented upon—somewhat unfavourably. A week before this announcement Portsmouth had put a new scheme forward in which the necessary capital for a non-barrage base was to be found privately.

Here are the two projects in map form. The Southampton plan (above) is self-explanatory. In the Langstone scheme the area to be dredged and the provisional land aerodrome adjoining the flying-boat mooring basin are shown in tint. The marked extensions to the runways are the recommended standard areas of unobstructed approach. The proximity of the railway to the land-water airport is important.

On the face of it, there seems to be no possible doubt of the advantages of the Langstone scheme—or any other in which a land aerodrome can be arranged alongside a marine base which is not encumbered with shipping. The centralisation of facilities will eventually, as traffic increases, be of paramount importance.